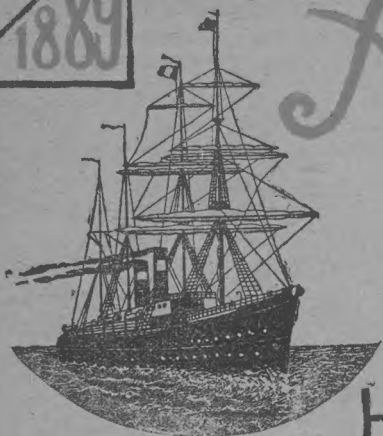


1889



ALLAN
LINE

HANDBOOK OF
INFORMATION & ADVICE



FOR


EMIGRANTS.

CALENDAR for 1889.

JANUARY.					FEBRUARY.					MARCH.				
Sunday	...	6	13	20 27	Sunday	...	3	10	17 24	Sunday	...	3	10	17 24 31
Monday	...	7	14	21 28	Monday	...	4	11	18 25	Monday	...	4	11	18 25 ...
Tuesday	1	8	15	22 29	Tuesday	...	5	12	19 26	Tuesday	...	5	12	19 26 ...
Wed.	2	9	16	23 30	Wed.	...	6	13	20 27	Wed.	...	6	13	20 27 ...
Thurs.	3	10	17	24 31	Thurs.	...	7	14	21 28	Thurs.	...	7	14	21 28 ...
Friday	4	11	18	25 ...	Friday	1	8	15	22 ...	Friday	1	8	15	22 29 ...
Sat'day	5	12	19	26 ...	Sat'day	2	9	16	23 ...	Sat'day	2	9	16	23 30 ...
APRIL.					MAY.					JUNE.				
Sunday	...	7	14	21 28	Sunday	...	5	12	19 26	Sunday	...	2	9	16 23 30
Monday	1	8	15	22 29	Monday	...	6	13	20 27	Monday	...	3	10	17 24 ...
Tuesday	2	9	16	23 30	Tuesday	...	7	14	21 28	Tuesday	...	4	11	18 25 ...
Wed.	3	10	17	24 ...	Wed.	1	8	15	22 29	Wed.	...	5	12	19 26 ...
Thurs.	4	11	18	25 ...	Thurs.	2	9	16	23 30	Thurs.	...	6	13	20 27 ...
Friday	5	12	19	26 ...	Friday	3	10	17	24 31	Friday	...	7	14	21 28 ...
Sat'day	6	13	20	27 ...	Sat'day	4	11	18	25 ...	Sat'day	1	8	15	22 29 ...
JULY.					AUGUST.					SEPTEMBER.				
Sunday	...	7	14	21 28	Sunday	...	4	11	18 25	Sunday	1	8	15	22 29 ...
Monday	1	8	15	22 29	Monday	...	5	12	19 26	Monday	2	9	16	23 30 ...
Tuesday	2	9	16	23 30	Tuesday	...	6	13	20 27	Tuesday	3	10	17	24 ...
Wed.	3	10	17	24 31	Wed.	...	7	14	21 28	Wed.	4	11	18	25 ...
Thurs.	4	11	18	25 ...	Thurs.	1	8	15	22 29	Thurs.	5	12	19	26 ...
Friday	5	12	19	26 ...	Friday	2	9	16	23 30	Friday	6	13	20	27 ...
Sat'day	6	13	20	27 ...	Sat'day	3	10	17	24 31	Sat'day	7	14	21	28 ...
OCTOBER.					NOVEMBER.					DECEMBER.				
Sunday	...	6	13	20 27	Sunday	...	3	10	17 24	Sunday	1	8	15	22 29 ...
Monday	...	7	14	21 28	Monday	...	4	11	18 25	Monday	2	9	16	23 30 ...
Tuesday	1	8	15	22 29	Tuesday	...	5	12	19 26	Tuesday	3	10	17	24 31 ...
Wed.	2	9	16	23 30	Wed.	...	6	13	20 27	Wed.	4	11	18	25 ...
Thurs.	3	10	17	24 31	Thurs.	...	7	14	21 28	Thurs.	5	12	19	26 ...
Friday	4	11	18	25 ...	Friday	1	8	15	22 29	Friday	6	13	20	27 ...
Sat'day	5	12	19	26 ...	Sat'day	2	9	16	23 30	Sat'day	7	14	21	28 ...

PRACTICAL
AND
USEFUL INFORMATION
FOR INTENDING
EMIGRANTS.

WHERE TO EMIGRATE.

 HE object of this Book is not so much to describe a Colony as to give a few practical directions to those who are about to Emigrate, but as

CANADA

is at present receiving so much attention from all classes in this country, we may venture to combine with our useful hints a short outline of

THE NEAREST BRITISH COLONY.

The Dominion of Canada extends from the Atlantic to the Pacific Ocean. Its area is 3,470,392 square miles, and according to the census taken in 1881 the population at that time numbered 4,324,810. Up to the end of 1886 the inhabitants are estimated to have increased to 5,000,000. It possesses thousands of square miles of the finest forests on the continent, widely spread coal fields, extensive and productive fisheries, and rivers and lakes that are among the largest and most remarkable in the world. The country is divided into eight provinces, as follows:—1. Nova Scotia, containing 20,907 square miles. 2. New Brunswick, containing 27,174 square miles. 3. Prince Edward Island, containing 2,133 square miles. 4. Quebec, containing 188,688 square miles. 5. Ontario, containing 101,733 square miles. 6. Manitoba, containing 123,200 square miles. 7. North-West Territories, containing 2,665,252 square miles. 8. British Columbia, containing 341,305 square miles.

The government of the country is administered by a representative of Her Majesty, whose official title is Governor-General, and is conducted on the English basis of the responsibility of the Ministers to the House of Commons, which is elected for a term of five years. The franchise is practically extended to every householder.

Religious liberty prevails in Canada. Persons of any church will find abundant facilities in the Dominion for the practice of their faith. As regards education, long before School Boards were established in England, Canada was in the enjoyment of a well-organized educational system.

Agriculture forms the principal wealth of the Dominion at the present time; but it is taking a place as a manufacturing country, and its growth in this respect is most remarkable. In the year 1886 the declared value of goods imported into Canada was 104,424,561 dols., and that of goods exported was 85,251,314 dols., making a total of 189,675,875 dols. The principal exports were: mines, 4,147,287 dols.; fisheries, 6,869,033 dols.; timber, &c., 22,865,087 dols.; animals and animal products, 23,077,513 dols.; agriculture, 21,441,817 dols.; manufactures, 3,306,387 dols. The wonderful growth of the country's resources will be seen when it is stated that in 1868 the imports were 73,459,644 dols.; and the exports 57,567,888 dols.

In a country like the Dominion of Canada, extending northward from the 42nd parallel of latitude, and east to west for 3,000 miles, the climate is naturally variable; but, to speak generally, the summers are hotter than in England, and the winters colder. But neither the summer heat nor the winter cold are disadvantageous to the inhabitants or to the productiveness of the land. The warmth of the summer months extends the range of production in grains from oats and barley to wheat and maize; in fruits, from apples and pears to peaches, grapes, melons, nectarines, and apricots; and in vegetables, from potatoes, turnips, carrots, and cabbages, to the egg plant and tomatoes. The winter temperature is at times much below zero; but the air is so dry and so exhilarating that its effect upon the body is not nearly so great as the winter in a more humid climate. To agriculture, snow and ice mean protection to the land almost as valuable as a covering of manure. They convert the surface of the earth into roads equal to turnpikes in any direction, over which millions of tons of produce of all kinds are transported at a minimum cost, affording employment for men and horses when cultivation is arrested by the frost.

PEOPLE WHO SHOULD EMIGRATE.

For particular information on this point intending emigrants are recommended to read carefully through the different pamphlets, which can be obtained free of charge from any of the Allan Line Agents, but the classes generally most successful are

Persons with capital, either in large or small amounts, who want good investments. Those with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the mother country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent., on first-class security. Money deposited in the Post Office Savings Banks (Government security) draws 4 per cent. interest. The rate allowed for the deposit of money on call in other savings banks is from 4 to 5 per cent., with undoubted security.

Tenant farmers with limited capital. With the money needed to farm a few acres in England they can buy and stock a large freehold Estate across the Atlantic.

Agricultural Labourers and General Labourers, skilled and unskilled; for these there is always a large and increasing demand.

Mechanics of various descriptions. The field for mechanics is not so unlimited as that for agricultural and other labourers, but those who go out at the proper season, and are willing to take the first work that offers, are sure to find good employment.

Female Domestic Servants have exceptional prospects open to them in Canada. Writing on this point, the Department of Agriculture of the Canadian Government states:—

“There is a steady and great demand for female domestic servants at all seasons of the year, and it is likely to continue, especially in view of the very great extent of territory which is being settled in the North-West, and the excess of males over females. Servant girls coming to Canada have not only the advantage of being sure to find good places, but they have better prospects of settling themselves comfortably in life, and of themselves becoming heads of families than in the older communities.”

Canada offers great facilities for flax growers, dressers, spinners, &c., but this industry requires to be developed.

THE TIME TO EMIGRATE

The best time for the labouring classes (agriculturists and others) to leave home is from the beginning of March, as they then arrive in Canada at the commencement of the spring, when there is a greater demand for them than at any other season of the year. Female Domestic Servants may go out any time, as they are always sure of employment. Persons with capital may also go out at any time, with the certainty of finding profitable investments for their money.

THE BEST WAY TO REACH AMERICA.

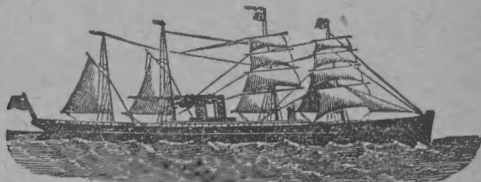
When the Emigrant has decided to make his home in Canada or the United States, the first step is to find out the best way to get there. The "**Allan**" **Royal Mail Line**, with its regular sailings to Quebec, Halifax, Portland, Boston, Philadelphia, and Baltimore, affords exceptional facilities and a splendid choice of route, and Emigrants should go at once to the nearest Emigration Agent representing the "**Allan**" **Line**, and procure their tickets. This can be done by a payment of £1 for each adult, and 10/- for each child. The balance to be paid at the head office in Liverpool the day before sailing. If the intending passenger does not reside near an agent, he should forward to the Steamship Company a Post Office Order (made payable to Allan Brothers & Co.), and state his name in full, age last birthday, the date he wishes to sail, the class of berth required, whether steerage, intermediate, or cabin, and the destination. He will then receive a ticket by return of post. It is always best for passengers to secure tickets before leaving home, as by so doing they are supplied with the address of an authorized Agent of the Company at Liverpool, who will meet them on arrival, provide them with board and lodging at fixed moderate charges, and take care of them until they are on board the steamer. The "**Allan**" **Line** has given very careful attention to the treatment of emigrants whilst in Liverpool, and sees that the boarding-house keepers, who are recommended, do their duty in a *satisfactory manner*.

The **Allan Line** for Canadian passengers is without a rival, and has been much patronized by Royalty. The Princess Louise, when a passenger by the "**Sarmatian**," expressed a wish to visit the female steerage passengers, which she did, accompanied by the Captain. Her Royal Highness spoke kindly to several, tasted their food, made a careful

inspection of their sleeping berths, and expressed herself much pleased with what she had seen.

The discipline on the Allan Steamers is excellent; most of the officers and crews have spent many years in the service, and, consequently, are well experienced.

The passage across the Atlantic to Quebec is the shortest, the average voyage, land to land, not being more than six days; once within the Straits of Belle Isle the ocean passage is over, steamers proceeding through the Gulf, and then up the beautiful River St. Lawrence for hundreds of miles to Quebec.



The S.S. "PARISIAN," 5,500 tons, is the largest new steamer of the service, and is one of the most magnificent vessels afloat. The quickest passage on record, between Liverpool and Quebec, was made in September, 1882, by this steamer, and is quite an event in the annals of the Atlantic steamship trade. She left Rimouski at 10-35 p.m. on September 2, and landed her mails at Moville at 7-30 p.m. on the 9th, being 6 days, 15 hours, 32 minutes, allowing for difference of time. The passage from Belle Isle to Moville was accomplished in 4 days, 16½ hours, and land was only lost sight of for 4 days, 11 hours. Every person who has crossed the Atlantic knows how welcome the sight of land is to passengers, even on a voyage of eight or nine days. The journey to any part of the West is easily accomplished by this route, and the traveller can enjoy the beautiful scenery on the River St. Lawrence, Lake Ontario, with its famous Thousand Islands, and the Falls of Niagara by the way.

WHAT TO TAKE.

For use during the voyage Steerage Passengers are recommended to hire the outfit provided by the Line, which consists of Wood's Patent Life Preserving Pillows, Mattress, Pannikin, to hold 1½ pint, Plate, Knife, Nickel-plated Fork, and Nickel-plated Spoon. The charge for the use of these articles for the Voyage is 3s. 6d. per Adult, and 1s. 9d. per Child between the Ages of Two

and Twelve Years; leaving passengers to provide bed-covering only, a rug or blanket being sufficient. The hire of the outfit necessary for use on board ship is recommended in preference to actual purchase, as the articles are valueless on shore.

The outfit can be hired when the Emigrant procures his ticket. This saves trouble, as it is sent on board the steamer without any inconvenience or expense to the passenger.

It is advisable to take out a good supply of woollen clothing and other kind of apparel. Heavy articles of furniture should *not* be taken, as these can be purchased in Canada quite as cheaply as in England.

Good Clothing, suitable to the country, may be obtained at moderate prices. Tweeds are cheaper in Canada, and good boots and shoes are made by machinery at moderate prices.

Agricultural labourers need not take their tools with them, as they can be easily got in Canada, of the best description, and in almost all cases better suited to the wants of the country than those which they have been accustomed to use at home.

Mechanics are advised to take such tools as they have, particularly if specially adapted to their trades. They must, however, bear in mind that there is no difficulty in buying any ordinary tools in the principal towns of Canada at reasonable prices, and that it is better to have the means of purchasing what they want, after reaching their destination, than to be hampered with a heavy lot of luggage on their journey through the country.

LUGGAGE.

Luggage is calculated by measurement on the Steamer, and by weight on the Railway.

On the Steamer Intermediate Passengers are allowed fifteen cubic feet, and Steerage Passengers ten cubic feet, free for each adult. Ten cubic feet is equal to a box about 2ft. 6in. long, 2ft. wide, and 2ft. deep. Children (half price) five cubic feet, equal to 2ft. 6in. long and 2ft. in width and 1ft. in depth. Excess luggage is charged at the rate of 1s. per cubic foot.

All boxes and luggage should be plainly marked with the passenger's name, and the place he is going to. Care should be taken to do this. Luggage Labels are supplied by the Company free of charge.

Luggage will be stowed away in the hold of the vessel; so whatever is wanted on the voyage should be put into a trunk or bag, which the passenger will take with him into his sleeping compartment. The packages required during the voyage should not be more than fifteen inches high, as larger ones cannot be taken into the berths.

The personal effects of emigrants are not liable to Customs duty in Canada.

On the Railways, the usual free allowance for emigrants is 150 lbs. per adult, but excess, unless very bulky, is seldom charged for on the Canadian Railways. The Canadian Pacific Railway allow up to 300 lbs. of luggage free for each adult.

Every precaution should be taken for the safety of luggage; and it should not be lost sight of until it is on board the Steamer. On arrival at the port of landing, the luggage is examined by the Customs Officers, and that belonging to passengers booked inland is "checked" to its destination; namely, a metal "tally" with a number stamped on it, is attached to each package, and a corresponding tally handed to the passenger, to present when he wishes to recover his property. Emigrants should be careful to have their luggage properly checked, and the railway company will then be responsible for it.

When changing trains, the emigrant should take care that his luggage travels by the same train as himself.

DURING THE VOYAGE.

As soon as the Passenger gets on board the Steamer, he should read the Rules he is expected to obey whilst at sea. He will find them hung up in different parts of the Ship, and should do his best to carry them out. He should be well-behaved and keep himself clean, as this will add much to his own comfort and health, and also to the comfort and health of others. Any complaint a passenger has to make should be made to the Captain, who will see that the cause of grievance is removed.

THE ARRANGEMENTS FOR THE BERTHING

of Steerage Passengers are everything that could be desired to make them comfortable. The compartments are warm, well lighted and well ventilated. An important feature is the separation of the sexes during the night. The *Liverpool Daily Post* has the following amongst other remarks which appeared on the subject:—

"With reference to sleeping accommodation for males and females, the plan adopted on the Allan Line appears to us to be the best, and if we may be permitted to say so, the only possible arrangements consistent with decency and decorum. The general custom which, curiously enough, prevails, is to place married people and their families in separate cabins. Now in most vessels these cabins are constructed to accommodate about twenty persons, and in some cases twenty-four. Consequently from four to six families are put into one cabin. It is only necessary to remember that people undress when they go to bed, and that fathers of families in the process are not different to other people, and for a man to undress in the presence of other men's wives cannot be proper. After a full consideration of the subject the conclusion is forced upon us that the only proper course is the complete separation of the sexes as to their sleeping, and this is in fact the practice of the Allan Line alone among the companies of Liverpool."

It must, however, be clearly understood that the sexes are allowed to be together at meals, and at all times except during the hours of sleeping.

Passengers are provided with an unlimited supply of *souked* food, and the provisions are carefully examined by a Government Medical Officer immediately before the commencement of *each* voyage.

As the dietary scale is a very important consideration we give the following particulars:—

BILL OF FARE FOR INTERMEDIATE PASSENGERS.

	BREAKFAST. 7-30 A.M.	DINNER. NOON.	TEA 5 P.M.
SUNDAY - -	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Bacon and Eggs, Irish Stew, Porridge.	Soup, Roast Beef and Potatoes, Pickles, Plum Pudding and Brandy Sauce, Cheese, Dessert.	Tea, Fresh Bread, Butter or Marmalade, Cold Meat, Pickles, Cheese, Gruel.
MONDAY - -	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Beef-steak and Onions, Fried Potatoes, Porridge.	Soup, Corned Beef and Vegetables, Pickles, Potatoes, Hot-Pot, Bread and Butter Pudding, Cheese.	
TUESDAY - -	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Fish Hash, Liver and Bacon, Porridge.	Soup, Mutton—Roast or Boiled, Beefsteak Pie, Pickles, Potatoes, Suet Pudding and Sauce, Cheese.	
WEDNESDAY	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Herrings, Minced Collops, Boiled Potatoes, Porridge.	Soup, Roast Beef, Boiled Potatoes, Pickles, Ling Fish and Egg sauce, Rice Pudding, Cheese.	
THURSDAY -	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Veal Outlets, Irish Stew, Porridge.	Soup, Beef—a la mode, Three Decker, Potatoes, Pickles, Sago Pudding, Cheese.	
FRIDAY - -	Coffee & Tea, Fresh Rolls, Butter or Marmalade, Lochfine Herrings, Boiled Potatoes, Irish Stew, Porridge.	Soup, Ling Fish and Egg Sauce, Pork and Beans, Veal Pie, Potatoes, Pickles, Suet Pudding, Cheese.	
SATURDAY -	Coffee and Tea, Fresh Rolls, Butter or Marmalade, Beefsteak and Onions, Fried Potatoes, Dry Hash, Porridge.	Soup, Corned Beef and Vegetables, Hot-Pot, Potatoes, Pickles, Tapioca Pudding, Cheese.	

NOTE.—The Bill of Fare may be altered according to circumstances.

Passengers in this class are provided with Beds, Bedding, and all necessary Utensils, Wash-basins, &c.

The attention of Passengers is requested to the fact, that the Intermediate is an Improved Steerage, and in no way similar to a Cabin Passage. The Intermediate Passengers are subject to the same Rules and Regulations as the Steerage.

STEERAGE BILL OF FARE.

	BREAKFAST. 7-9 A.M.	DINNER. 12 NOON.	TEA. 5 P.M.
SUNDAY - -	Coffee, Milk and Sugar, Fresh Bread and Butter.	Soup, Fresh Beef, Potatoes, Plum Pudding and Sauce.	Tea, Milk and Sugar, Fresh Bread and Butter.
MONDAY - -	Coffee, Milk and Sugar, Fresh Bread and Butter.	Soup, Beef and Potatoes.	
TUESDAY - -	Oatmeal Porridge and Syrup, Coffee, Milk and Sugar, Fresh Bread and Butter.	Pea Soup, Salt Pork and Potatoes.	
WEDNESDAY -	Coffee, Milk and Sugar, Fresh Bread and Butter.	Soup, Beef and Potatoes, Plum Pudding and Sauce.	
THURSDAY -	Coffee, Milk and Sugar, Fresh Bread and Butter.	Soup, Fresh Beef and Potatoes.	
FRIDAY - -	Oatmeal Porridge and Syrup, Coffee, Milk and Sugar, Fresh Bread and Butter.	Pea Soup, Ling Fish and Sauce, Salt Pork and Potatoes.	
SATURDAY -	Coffee, Milk and Sugar, Fresh Bread and Butter.	Soup, Beef and Potatoes.	

GRUEL AT EIGHT O'CLOCK EVERY NIGHT.

The Owners of the "Allan" Line, being desirous to promote, as far as possible, the comfort of their Passengers, have appointed

INTERMEDIATE AND STEERAGE STEWARDESSES to each of their vessels, to attend to the wants of Female Passengers and Children during the voyage. This arrangement cannot fail to be appreciated by all who travel by this Line.

Experienced and *fully qualified* Surgeons are attached to each Steamer, and, in case of sickness or any description, medicine and medical attendance is furnished without charge.

THE LANDING PORTS.

The Government Agents and the railway authorities are advised as soon as the Steamships pass Father Point, (about 200 miles from Quebec), and arrangements are made to receive the passengers. The same information is also telegraphed to the Government Agents at Toronto and other Dépôts, and by the time the passengers arrive these officials are prepared to give all necessary assistance.

On arrival of the steamers at Quebec the railway trains come alongside, and passengers and their baggage are transferred free. By this arrangement *all incidental expenses are saved*, and passengers are able to proceed on their

journey West without the great inconvenience of crossing the city. The same facilities for the transfer of passengers and baggage exist at Halifax, Portland, and Baltimore.

Depôts or stations for the reception of Emigrants are provided at Quebec, Halifax, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London (Ontario), Winnipeg (Manitoba), &c., &c.

Officers of the Government travel with Emigrants on the trains, to see that their wants are properly provided for, and that they are not subjected to any imposition on the road.

The trains stop at intervals on the route for passengers to obtain refreshments, and meals are provided at moderate charges.

Emigrants holding through tickets, and wanting to get information at the port of landing, may delay their journey for that purpose, as the railway or steamboat company will take charge of their luggage until they are ready to go forward to their destination.

RATES OF WAGES.

Wages depend a good deal on the occupation and capabilities of the individual. And the inducement to go to Canada is not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate, but the confident hope which the poorest may have of becoming a landowner, and, while securing a competence for himself, he may comfortably settle his children in a manner he could not hope to do among the crowded population of the old world.

People who emigrated to Canada only a very few years ago, and landed in that country without any means whatever, are now comparatively wealthy.

MONEY.

Passengers taking large sums of Money will find the safest plan is to purchase a Draft from some respectable Bank. Most English Banks have Agents in nearly all the large Cities in Canada and the States, so that Passengers can easily cash the Drafts when they arrive out. Small sums should be taken in gold, as sovereigns and half sovereigns are always worth their full value. The following table shews the relative value of English and American Money.

MONEY TABLE.

*Sterling into Dollars and Cents.**Dollars and Cents into Sterling.*

		\$	cts.			£	s.	d.
1d. Sterling is	.	.	0	01	1 cent. is	.	.	0 0 1
1d. " "	.	.	0	02	1 dollar is	.	.	0 4 2
1s. " "	.	.	0	24	4 dollars are	.	.	0 16 8
£1 " "	.	.	4	87	5 " "	.	.	1 0 10

For small change, the Halfpenny sterling is 1 cent., and the Penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures, the Pound sterling may be counted at 5 dollars. This sign (\$) is used to indicate the dollar.

Extract from the "Montreal Herald."

ADVANTAGES OF QUEBEC AS A LANDING PORT FOR EMIGRANTS.

How the Strangers in a Strange Land are Received—A Substantial Breakfast at Montreal—What the Immigrants Say.

"Hearing that a large detachment of immigrants, landed at Quebec from the Allan Steamships 'Austrian' and 'Sarmatian' on Wednesday morning, were due at the Government Immigration Dépôt at the Tanneries Junction at an early hour yesterday morning, a *Herald* reporter was despatched to the dépôt to see how the party were treated by the Government and railway officials.

"As the train with its heavy load of passengers had not yet arrived, the reporter was shown over the eating and cooking rooms. Here is served to the immigrants a good substantial meal of Irish stew, bread, butter, and coffee or tea, each person being allowed to eat as much as they wanted, no check being placed on them. Shortly before six o'clock the signal was given that the train was approaching, and instantly the kitchen and eating room, which had before been deserted, became as busy as a beehive. Here were to be seen the cooks carrying in huge cans of stewed meat, giving out a most inviting odour; there were the waiters carrying the tea and coffee to the various tables, and again were huge stacks of bread laid out for the weary travellers. By this the train had arrived, and as the cars slackened their pace, cheerful but sleepy-looking faces made their appearance at the doors and windows, wonderingly asking the reason of the stoppage. The idea of receiving a breakfast at that early hour was not to be believed, and when it was stated that the meal was to be free, the incredulity increased. But some of the visitors, more credulous than others, had by this time caught sight of the loaded tables through the windows, and quickly the news was spread through the cars. The party numbered nearly 1,000, including over 100 who had been assisted to emigrate by the Baroness Burdett-Coutts, about 500 Church of

England emigrants under the charge of the Rev. J. Bridger, the well-known emigration chaplain at Liverpool, the remainder being generally persons who had emigrated from their own resources. There were many farmers with capital—fine, ruddy specimens of true Englishmen, gentlemen's sons, with plenty of cash, mechanics, tradesmen, and labourers, and taken as a whole they were fine specimens of humanity, and exactly the kind of people the country wants. About one-third of the party were women and children, a very noticeable fact being the wholesale emigration of entire families. A pleasing feature was the number of young Londoners, who, determined to better their lot, were going out to try their luck on the western prairies, and that they will succeed, backed up by their determination to do well, is certain. The reporter, in conversation with the travellers, found one and all more than satisfied with the manner in which they had been treated since their departure from their native land. They declared the arrangements on board ship were very good, and that, as they had had a comparatively smooth passage, the voyage had been a very pleasant one. For Mr. Stafford, the Government Agent at Quebec, everyone had a good word, declaring that he was indefatigable in his efforts to make one and all comfortable."

The attention of young gentlemen is directed to the following authentic remarks on the question of payment of premiums for learning farming in Canada.

The Canadian Gazette of May 15th, 1884, says:—

"We last week gave an extract from a reply of the Secretary of the Department of Agriculture and Emigration in Ottawa on this subject, and we may here repeat it:—'I think that the practice of receiving large sums of money by persons who undertake placing young men out with farmers in this country is one that should in every way be discountenanced, and is really in its nature an imposition.' Our notice of this subject has led to our being furnished with another authoritative statement, and except that we omit names, we give the letter in full:—

"Dear Mr.—,—I received a few days ago your letter of the 3rd, covering your correspondence with Mr.—, and copy of his correspondence with Mr.—, on the subject of taking fees for placing young men with farmers in Canada. This is a practice which ought certainly to be discouraged. None of those agents are really able to put into effect what they promise, and there is scarcely any case which can arise in which a young man would not be in a better position by taking the advice of one of our Agents in Canada, which he would get both gratuitously and disinterestedly, than he would be in the hands of any of these agents. I don't know how far the thing is now going on, but I think it would be better to take some measures to check it. The advice we publish in all our pamphlets certainly is that all immigrants to Canada should apply to the Government agents for assistance and advice. If any large fees are taken by these persons, some method should be taken to expose the imposition.

"Believe me, &c., yours truly,

"Department of Agriculture, Ottawa, Canada,
28th April, 1884."

"J. LOWE."

AN ENGLISH M.P. IN THE NORTH-WEST.

From the "Canadian Gazette," November 3rd, 1887.

In his last letter to the *Barrow Herald*, written on September 14th from Calgary, in the North-West Territories, Mr. W. S. Caine, M.P., who left England in the Allan Royal Mail Steamer "*Sarmatian*," on 18th August, speaks of his journey through the North West. He says:—

"The emigrant who is really wanted in Manitoba is the clever agricultural labourer. He can get employment at once, and can easily save £30 to £35 a year. In three years, having £100 of capital and a knowledge of the country, he can take up his 160 acres of good land and become a yeoman farmer on his own account. I had the curiosity to trace the success or otherwise of such men as these when they take up land, and I will give your readers a few specimens.

"A. B. took up 160 acres in the autumn of 1881 with £40 of capital, with which, and a little credit, he purchased a yoke of oxen for £30, a cow for £10, a heifer for £6, and a horse. To-day he has cleared himself from debt, has 40 out of 160 acres broken up for crops, and has the following possessions:—Ten head of cattle worth £74, one horse worth £40, 100 head of poultry worth £10; one pair harrows, a good waggon, a plough, a reaper, a mower, and a rake, half paid for, worth £36; a good well-built house of hewn logs, three stables, a barn, and a granary, worth £300—£400. And if you add to this the improved value of his land, it is greatly understating the case to say that his £40 of capital has grown in six years to fully £700. I have no doubt he could get more than that to clear out. This man never had any help; he had a big family of growing lads, and the eldest, 22 years of age, has just taken up his own 160 acres. His arable land crops 25 bushels of wheat, 50 bushels of oats, and 45 of barley to the acre on average years.

"C. D. bought some good land in 1883 for £150, paying half cash, and getting credit for the rest. He broke up 20 acres in 1883, and 40 more in 1884, in which year he cropped 35 bushels of wheat to each of his 60 acres. His position to-day is as follows (capital to begin £75):—Debt paid off, 11 head of cattle, £50; good log house, £40; mower, rake, and reaper, £55; set of binders, £50; plough, £5; yoke of oxen, £30; team of horses, £60; waggons, £15; value of land, £450—£830. So that his capital has been increased, in four years, fully tenfold.

"E. F. took up land in 1877, the usual 160 acres. He started with £320 of capital. His position to-day is houses, implements, waggons, stock &c., £550; value of land in open market, £600; total, £1,150.

"G. H. took up land in 1881, with a capital of £160, just 20s. for each acre. First year he broke 30 acres, and cropped 34½ bushels per acre the year following. He has now 140 acres under plough, and gets an average of about 2,200 bushels a year off 100 acres of wheat, and about 1,200 bushels of oats off 40 acres. He owns 21 head of cattle, three span of mules, 29 hogs, poultry, a complete set of good implements, an excellent house, large granary and stable, and 100 tons of hay stacked. This stock and plant is worth £920, and for the whole farm, land, and stock he could get £1,500 at least.

"I. J. began with £100 in 1879, and is now worth £900.

"K. L. started in 1878 with £160, and is now worth £750, and I should not exaggerate if I said that more than half the farmers in Manitoba can tell the same stories."

STATISTICS

SHOWING THE PROGRESS OF MANITOBA.

	1871.	1882.	1886.
Population of Province	19,000	65,958	108,840
Schools in Province—Protestant	16	150	484
" "—Catholic	17	34	65
Educational grant from Government	none	\$20,000	\$66,000
Railway built—miles	none	65	999
Railway stations	none	6	103
Post Offices.....			500
Wheat exports—bushels	none	none	3,000,000
Flour exports—sacks	none	none	383,600

Mr. A. Peglar of the "Hampshire Independent," in writing about Manitoba, says:—

"Hitherto I have seen no district that commends itself so highly to my mind as that of Minnedosa. Water and timber are abundant. Stone is on the land, and whether for wheat or stock, or what is probably far better, mixed farming, it stands unsurpassed. In the neighbourhood, deer, hares, and other game are to be found, as also plenty of duck, snipe, and other birds. I find a quarter section, 160 acres, can be brought under profitable cultivation by a hard-working man who has from £75 capital, and the produce would be 25 to 30 bushels per acre. One farmer, a Mr. Jermy, commenced with capital not more than sufficient to have stocked a farm of 50 acres in England; he has now a farm of 320 acres, purchased by him at 1 dollar per acre, but so quickly does an improved farm increase in value that it is now worth 50 dollars per acre. The yield of wheat here averages 25 to 40 bushels per acre; in one instance 11 acres yielded a fraction over 50 bushels per acre. Oats 33 to 40 bushels per acre; an instance is known of nearly 80 bushels being harvested. With regard to the application of manure to the land, even that made upon the farm is never placed upon it. Practical men say if they were to manure the land the straw would be too heavy and rank. There is no question as to the superiority of the land in this district."

THE 1887 HARVEST IN MANITOBA.

From the "Liverpool Daily Post," December 3rd, 1887.

TO THE EDITOR OF THE "DAILY POST."—SIR,—The now-ascertained result of the harvest in Manitoba is a matter which I think ought to be pressed upon the attention of the British farmer, who has again had a season which may be described as anything but encouraging. Year after year agriculture remains in the same depressed condition, and, with increased produce from abroad, there appears little prospect of matters improving. At the best, the small farmer in England cannot hope to lay by money; he can only hope to keep the wolf from the door. In Manitoba the conditions are reversed. Given a small sum to commence with, for the purchase of implements and for cost of living—say, for eighteen months, the farmer's future and that of his family is assured. His land is his own—a free gift from the Government—and he has therefore freedom of cultivation, and, unless he absolutely determines to be idle, his property in crop and stock will—nay, must—increase from year to year. He will see his family happy about him,

and as his sons grow up to man's estate—and at eighteen they can enter for land—they can become owners and occupiers themselves. The advantages are so great that the wonder is that they are not more eagerly seized by those who are struggling for bare existence here in England. Yearly the means of communication are improving. During the years 1880-86 I have been yearly in Manitoba, and I therefore venture to write with some certainty as to the astounding progress that has been made. I spent the autumn (or fall as it is called in Canada) of 1886 in Manitoba, returning in the Allan liner *Sardinian*, from Halifax, N.S., in December last. This line, in connection with the Canadian Pacific Railway, offers the very easiest way of getting to the North-West. There is no more trouble in going from Liverpool to British Columbia than in travelling from London to Glasgow. The Canadian Pacific Railway is one of the wonders of modern times. The accounts in the handbooks read like fairy tales. In the heart of the Rocky Mountains there is an hotel equal to the noble hydropathic establishments in this country. The facilities, too, for sporting offered by the line of railway are unequalled.

I saw that the ploughing was wonderfully advanced before I left Manitoba last year, and I felt satisfied that, with ordinary weather, the harvest would be heavy this year. The result, however, has far exceeded my expectations. I respectfully urge farmers to study it carefully. Surely it will open their eyes.

The estimated yield (for Manitoba be it understood) is shown to be 12,351,724 bushels, being 6,577,421 more than that of 1886, and 6,210,144 bushels more than the average of the past four years. The aggregate yield of wheat in the eastern group is 2,064,541 bushels; in the south-western 3,294,623; in the central 5,410,049; and in the north-western 1,582,511 bushels. The average yield in the eastern group is 26.2 bushels; in the south-western 27; in the central 28.1; and in the north-western 29.6; the average for the province is 27.9 bushels per acre.

A private report from one of my sons refers to the district in and around Tiger Hills, near Norquay, and I can vouch for its reliability. The report is as follows:—"I am sending you by this mail the official crop report for Manitoba. In our own district, so far as the farmers are threshed out, the yield is far beyond all estimates. Arnold has 1,718 bushels off 35 acres, his wheat giving 42 bushels to the acre. Delahunt's wheat went 45, and our own white Fyfe 49½, and red 35. In fact, the threshers report an average of not less than 40 bushels per acre of wheat for the scrub lands so far. The prairie lands, as far as I can gather, will go about 32 to the acre." This report I can depend upon as absolutely true, and it shows that in southern Manitoba, at all events, the report of the Department of Agriculture is far below our average. Undoubtedly the crop is "the largest in the history of the province." Trusting that you will find space for this, I am, yours, &c.

WM. H. PORRIT.

Dell Cottage, near Hertford, Nov. 30, 1887.

AN EMIGRANT'S EXPERIENCE.

Toronto, June 11th, 1887.

Dear Sirs,—As promised I now write to inform you that we had a good passage out. The *Polynesian* is a very safe ship, and the Captain and Officers are civil and obliging. We had plenty of good provisions; fish only twice, as most of the passengers did not care for fish. We

ALLAN LINE

ATLANTIC ROYAL MAIL SERVICE.

Ship.	Tons.	Captain.	Ship.	Tons.	Captain.
ASSYRIAN	8970.	Bentley.	NEWFOUNDLAND.....	1500.	Mylius.
AUSTRIAN	2750.	Edwards.	NORWEGIAN	8500.	Williams.
ACADIAN	1500.	McGrath.	NOVA SCOTIAN	8200.	Hughes.
BUENOS AYREAN	4800.	Scott.	PARISIAN	5500.	Ritchie.
CANADIAN.....	2500.	Kerr.	PERUVIAN.....	8340.	Stephens.
CARTHAGENIAN	4000.	Macnicol.	PHENICIAN	2500.	Gilmour.
CASPIAN	8000.	McDougall.	POLYNESIAN	4250.	H. Wylie.
CIRCASSIAN	4000.	Barrett.	POMERANIAN	4364.	Dalziel.
COREAN	4000.	Menzies.	PRUSSIAN	8000.	Ambry.
GRECIAN	8000.	Le Gallais.	ROSARIAN	9000.	McKillop.
HIBERNIAN	8000.	Brown.	SARDINIAN	4376.	Ritchie.
LUCERNE	2000.	Nunan.	SARMATIAN	4000.	Richardson.
MANITOBA	2500.	W. Dunlop.	SCANDINAVIAN	8000.	Park.
MONT VIDEAN	8000.	Main.	SIBERIAN	4000.	Moore.
NESTORIAN	2750.	France.	WALDENSIAN	2500.	James.

LIVERPOOL TO QUEBEC,

Via LONDONDERRY, in Summer.

LIVERPOOL TO HALIFAX AND PORTLAND,

Via LONDONDERRY, in Winter.

LIVERPOOL to ST. JOHN'S N.F., HALIFAX & BALTIMORE,

Via QUEENSTOWN.

GLASGOW to QUEBEC, BOSTON & PHILADELPHIA,

Via LONDONDERRY and GALWAY.

LONDON TO QUEBEC,

REGULARLY THROUGHOUT THE SEASON.

The voyage to Quebec has distinguished recommendations as compared with the other routes to the American Continent. From land to land the average passage is not more than six days. Once within the Straits of Belle Isle, ocean travelling is over, and for hundreds of miles the steamer proceeds, first through the Gulf, and then through the magnificent River St. Lawrence. This is an immense advantage.

OCEAN FARES—Saloon 10 to 20 Guineas. Intermediate and Steerage at Low Rates.

The Steamers being under MAIL Contract, sail punctually on their appointed dates.

A FULLY QUALIFIED SURGEON IS ATTACHED TO EACH STEAMER.

Intermediate Stewardesses are provided by the Company, to attend to the wants of Female Passengers and Infants. Matron-Stewardess provided for the Steerage Passengers.

Further particulars can be obtained from

J. & A. ALLAN, 70, Great Clyde Street, Glasgow, and 5, Eyre Square, Galway.

JAMES SCOTT & CO., QUEENSTOWN.

ALLAN BROTHERS & CO., James Street, Liverpool; Foyle Street, Londonderry; and 103, Leadenhall Street, London;

OR ANY AUTHORIZED AGENT OF THE LINE.